

PULLS LEVER WRONG

Engineer's Mistake Sends Alliance Into Steel Bridge.

STEAMER'S MAST KNOCKED OFF

Collision the Result of Orders Misunderstood—Boat Badly Damaged in the Crash, but Bridge Not Injured.

An engineer on the Alliance misunderstood a signal and as a result the steamer collided with the steel bridge yesterday afternoon. The bridge was not damaged, but the Alliance was, and before she goes to sea again she will need a new mast and a lot of repairs to her rigging and pilot-house.

The steamer had discharged freight at the Gray Steamship Company's wharf at the foot of Couch street, and was being lowered down to Almsworth wharf, just below the bridge. It was while making a landing there that the trouble occurred. It requires more or less backing and filling to get the Alliance into the water at the proper moment arrived Captain Hardwick gave the order to go astern. Second Assistant Engineer Manan thought he intended to stop the Alliance, and pulled the lever accordingly. The steamer was moving up stream, and the impetus sent her ahead at a good rate. Captain Hardwick rushed to the engine-room skylight and called on to the engineer to reverse, but it was too late. The Alliance butted into the bridge with a crash, and her foremast snapped off close to the deck. The rigging also gave way, tearing up some of the railing on both sides of the bow. The heavy mast fell directly back upon the pilot-house, crushing a part of the roof and breaking several of the windows. By this time the Alliance had backed away from the bridge, and it was seen that that structure was not injured beyond the breaking of a small water pipe beneath the lower deck. The draw had been closed and securely locked, otherwise the damage might have been considerable. Several persons were on the draw at the time and suffered nothing more than a scare.

Captain Hardwick was struck by a part of the falling rigging, and his arm was painfully bruised. No one else on the steamer was hurt. All aboard the boat praise the captain's coolness and presence of mind, and say that but for his prompt action the result might have been most serious. Chief Engineer Linder, who was in the upper engine-room at the time, says his department was wholly responsible for the accident. His second assistant is a veteran at the business, but simply misinterpreted the order, and the question is held by the Government inspectors. It will be at San Francisco, the home port of the Alliance.

The amount of damage is placed at not to exceed \$50 or \$60. Robert Lotter, the ship carpenter, has been given the contract to put in a new mast and make the repairs, and the sailing of the steamer will not be delayed more than a day or two.

UPPER RIVER IMPROVEMENTS.

Channel Put in Good Condition Between Portland and Salem.

The improvements for the aid of navigation on the Willamette between Portland and Salem for the purpose of enabling steamboats to pass safely during the low-water season which have been going on this season under the direction of Captain Langitt, United States Engineer, and in immediate charge of Assistant Engineer D. B. Oden, are now about completed, as the water is coming up, so as to interfere with the operation of the dam.

Some half dozen new dams have been constructed between Newberg and Springfield, in continuation of work started three years ago. Boats have been kept running to Salem continuously, and no considerable difficulty, as the water has been lower than usual. Probably if it had not been necessary to suspend operations for three years, the difficulty would not have been experienced.

The dams consist of a double row of piles with a wide brush mattress at the base of the space between the rows of piles filled with brush and sand. Repairs have also been made to about a dozen old dams, and it is expected that the channel will be greatly improved next summer.

The snagboat has also been kept in operation during the low-water season, removing trees and snags which had accumulated in the river channel during the past three years. At Corvallis extensive repairs have been made to the long-remembered constructed years ago to prevent the river from cutting across a peninsula opposite the city, which would have left the town inland.

At Rock Island a number of new buoys have been set to mark dangerous rocks in the narrow channel, and aids to navigation during the high-water periods. A buoy has also been placed at the Clackamas rapids, quite a troublesome point at high water.

An application has been made to the Engineers by steamboat men and pilots for the removal of 150 feet of the Swan Island dike, so as to open up the old west-side channel to light-draft boats and slow tows. Captain Langitt has indorsed the application and forwarded it to Washington.

COTTON STORAGE DOCKS.

Important Enterprise to be Carried Out at Manchester.

NEW YORK, Nov. 7.—An enterprise of great moment to Manchester has been planned and will be carried out shortly by a syndicate of New York capitalists, cables the London correspondent of the Tribune, who quotes the Manchester Guardian as authority for the story. Already, it is stated, arrangements have been made for the purchase of 80 acres of land on the south bank of the Manchester ship canal, upon which it is proposed to construct wharves and a large dock for the accommodation of ocean-going steamers, and to erect warehouses for the storage of cotton and other produce.

This, however, is only part of the scheme. The company owning the dock and warehouses will also furnish mercantile and financial machinery enabling American holders of cotton or other produce to sell it directly from the warehouse in Manchester to the English spinner, and making it possible for spinners on this side of the Atlantic to stock up for required consumption without locking up an equivalent amount of capital. It is intended, adds the dispatch, to establish similar warehouses at Havre, Bremen and one or two European ports.

CIRCUS FROM THE ORIENT.

Strange Passengers and Cargo on a Steamer Arrive at Victoria.

The steamer Shinano Maru has reached Victoria, bringing among her other passengers 65 Hindoos, the performers and animal tamed of Chatter's Indian Circus, which arrived from Yokohama to tour the United States and then to visit Europe. The Colonel of Wednesday says: "The Indian circus created much interest at the outer docks, and a large number of people boarded the steamer to see the menagerie below decks, and the picturesque-garbed Indians who form the company. The Indians, turbaned and clad in their strange garments, many bare-legged to their thighs, and a number

FROM UNION PACIFIC TO KANSAS CITY, MEXICO & ORIENT.



EDWARD DICKINSON.

The new vice-president and general manager of the Kansas City, Mexico & Orient Railroad, the new railroad project reaching southwestward from Kansas City, is Edward Dickinson, who has been identified with the Union Pacific almost continuously from its completion. Mr. Dickinson has been in railway service since October, 1861, when he started as a messenger in the freight office of the Cleveland & Toledo, at Cleveland, O. From 1865 to 1868 he was telegraph operator on the Atlantic & Great Western, and was then for one year assistant train dispatcher on the same road. For a short time in 1869 he was clerk and operator with the Union Pacific at Omaha, and from 1870 to 1872 was train hoppersman and United States express messenger on the Atlantic & Great Western. He then returned to the Union Pacific and served three years as train dispatcher on the Nebraska division. From 1875 to 1878 he was chief dispatcher of the Laramie division, and from the latter date to 1883 superintendent of the same division. In 1883 he was appointed general superintendent of the Wyoming division, and from 1884 to 1887 was assistant general superintendent of the entire Union Pacific system. He was appointed general superintendent in 1887, and in 1889 was made general manager of the Missouri River division. He left the Union Pacific in July, 1890, to become general superintendent of the trans-Ohio division of the Baltimore & Ohio, but in May, 1891, returned to the Union Pacific as assistant general manager. He was promoted to the general management in April, 1893.

Wearing abandoned army tunics, both red and khaki, were objects of much interest to the sightseers.

Some of them seemed chilled, having their heads wrapped in great scarfs, but their lower extremities were nude. With them are two dwarf-like fellows scarcely over two feet high—who are the clowns of the company. The Hindoos prepare their own food, and eat squatted about the deck with their little charcoal braziers in front of them, and their pots and pans clustered in a heap. Below, between decks, they have two elephants, a lion, a Bengal tiger, monkeys, parrots, dogs, goats and other animals, many of which are performers in the circus. They are a picturesque, if not too cleanly-looking, company. The circus started out from Bombay over a year ago, and has been playing in the ports of the Orient. From Singapore, Hong Kong, Macao, Amoy and Shanghai it went to Japan, and at Yokohama the tents were damaged by the recent typhoon, which made things interesting for the Indians when they were performing in the Japanese port. "It is the intention of the circus to play in Seattle, then Portland and San Francisco, and to work eastward through the United States, and then go to Europe."

TRYING TIME WITH VESSEL.

Firemen Work Waist Deep in Water on Steamer Venture.

VICTORIA, B. C., Nov. 7.—The crew of the steamer Venture had a trying time when salvaging the vessel after she struck on Hodgson Reef, off Tugwell Island during a fog yesterday. The vessel struck at 10 o'clock, and the crew were lifted out of place and some pipe broken by the shock, but Chief Engineer Hare kept the boiler in order. While endeavoring to get the vessel off with kedgie anchors and using her remaining propeller, one having been lost, the firemen were up to their waists in water, but remained at their posts.

Describing the trying experience, Captain Buckholtz said: "The seas were washing clear over the after-ship, with nothing showing but the masts and funnels. The water was so low the boats were alongside towing forward, the life buoys were in readiness and during the three hours which it took to make the beach all hands were gathered forward on the only portion of the deck appearing above water. The time was an exceedingly anxious one for all, for the seas were rising and every moment the ship might founder should she have lost her stability. Officers and men stood to their duty with the greatest bravery and never murmured at or complained of the orders given."

Gold Beach Marine News.

GOLD BEACH, Nov. 7.—(Special.)—The schooner Copper Queen, Captain E. B. Burns, property of the Rogue River Packing & Navigation Company, arrived in Gold Beach this afternoon, from Oregon, with a consignment of freight, meat, groceries and provisions for the company's merchandise store. The schooner Del Norte and Berwick, the property of R. D. Hume, are trying to anchor near the Rogue River bar, awaiting a favorable opportunity to come in. They are freighted with general merchandise, and provisions for Hume's large store at Wedderburn.

Steamer Tordenkold Sold.

The steamer Athenian, which has arrived at Victoria from the Orient, brings news that the Norwegian steamer Tordenkold, which was one of the steamers attracted by the Klondike rush, has been sold at Kobe to Mr. Nishikawa, a Japanese shipowner of Osaka. The Tordenkold, which is a vessel of 138 tons, came to Victoria to engage in the Klondike trade, and made a number of trips to both Skagway and St. Michael. The Japanese shipowner, who paid \$20,000 for her, has renamed the vessel the Chiyoda Maru.

Captain Balcomb Returns.

VICTORIA, B. C., Nov. 7.—Captain Balcomb returned from Halifax today, after sailing a new sealing schooner, which has been dispatched to Cape Horn. She is the fourth to sail for the South Pacific from Halifax owned by Victorians. The Toru, which went out last year, secured \$200,000 which she sold for \$70,000.

West India Steamer Company.

COPENHAGEN, Nov. 7.—The business committee of the Danish West India

Company announced today that the company now had at its disposal a capital of about \$1,000,000, partly in shares and partly in bonds.

The company will purchase three 2000-ton steamers for the principal routes of its West India service, and several smaller steamers for local service.

Astoria Marine Notes.

ASTORIA, Nov. 7.—(Special.)—The steam schooner Robert Dollar, which has been taking on lumber at Westport, was shifted yesterday to Carroll's point to finish her cargo there.

The schooner Volant, with 250,000 feet of lumber for San Francisco was towed to sea from Nehalem on last Tuesday by the tug George R. Vosburg.

Steamer Danube Storm-Swept.

VICTORIA, B. C., Nov. 7.—When the steamer Danube was rounding the end of Vancouver Island during last Saturday's gale, the vessel was struck by a heavy sea, shifted and seas swept over her, flooding her decks and taking everything movable. She reached Quatsino with a dangerous list, and the steamer was placed on an even keel there.

Australia Wheat Shortage.

SYDNEY, N. S. W., Nov. 7.—Official statistics show that, owing to the drought, the wheat harvest in New South Wales this year has been very poor. The shortage is estimated at 10,000,000 bushels. Queensland and other states of the Federation will probably also have very poor harvests.

Owners' Valuation Confirmed.

LONDON, Nov. 7.—The Admiralty Court today, on the appeal of the owners of the American Line steamer Walsland, sunk in collision with the British steamer Harmondie, in March last, against the Registrar's valuation of \$50,000, confirmed the owners' valuation of \$155,000.

Reports Russian Ship Dismissed.

SAN FRANCISCO, Nov. 7.—The French bark Jeanne Cordouner reported having sighted the Russian ship Walsland, sunk in collision with the British steamer Harmondie, in March last, against the Registrar's valuation of \$50,000, confirmed the owners' valuation of \$155,000.

Bark Antelope Is Detained.

VICTORIA, B. C., Nov. 7.—The bark Antelope, bound for Hawaii, has been detained at Ladysmith as the underwriters declare she is overloaded. She will probably have to take out some coal before leaving.

Marine Notes.

The steamer McVie Dollar, of the Woolsey Line, which will leave north this morning for Victoria, with general cargo, will also take mixed freight back. The German ship Adolf has cleared for Queenstown or Falmouth for orders with \$2,500,000 worth of wool, valued at \$2,500,000. Balfour, Guthrie & Co. are the shippers. There is a movement on foot to make of the weather station at Tatoosh Island a full reporting station, by means of which ships passing in and out will be reported direct to the Weather Bureau at Seattle, and from that office to all interested parties, much in the same manner as information about the weather is now distributed.

Domestic and Foreign Ports.

ASTORIA, Nov. 7.—Outside at 12 noon—A four-masted bark. Condition of the bar at 3 P. M., obscured; southeast gale. Hoquiam, Nov. 5.—Sailed—Schooner Falcon, from Aberdeen for San Francisco; schooner A. B. Johnson, for Astoria; schooner A. B. Johnson, for Astoria. Sydney, Nov. 7.—Arrived previously—Steamer, from San Francisco, via Honolulu and Auckland. Southampton, Nov. 7.—Sailed—Deutschland, for New York via Cherbourg. New York, Nov. 7.—Arrived—La Lorraine, from Havre. Tacoma, Nov. 7.—Arrived—Steamer Queen of Pacific, from Alaska. Sailed—Ship Pass of Rainham, for East London; steamer Umattila, for Seattle. San Francisco, Nov. 7.—Arrived—Steamer Mackinaw, from Tacoma. Sailed—Steamer City of Pough, for Victoria; steamer Sequoia, for Willapa Harbor. Queenstown, Nov. 7.—Arrived—Celtic, from New York for Liverpool, and proceeded. Cherbourg, Nov. 7.—Sailed—Deutschland, from Hamburg and Southampton, for New York, with 500 cabin passengers. Business—Nov. 7.—Sailed—Amsterdam, from Rotterdam for New York. Liverpool, Nov. 7.—Sailed—Cevic, for New York. Copenhagen, Nov. 8.—Passed—Etruria, from New York for Queenstown and Liverpool.

NOT AN HEIRESS SEEKER

WIFE OF BARON VON MUNCHAUSEN TO HIS DEFENSE.

Was Engaged to a Southern Belle, but Came to America to Study Farming.

NEW YORK, Nov. 7.—Baroness von Munchausen, wife of the Hanoverian nobleman who has just lost his suit in Berlin against two of the members of the alleged "marriage syndicate," is visiting her father in this city. The Baroness declares that her husband had no knowledge of the alleged claims of the syndicate when he borrowed funds from Elzefer, one of the men named in the suit. He was a poor officer in the German Army, she continues, and he had run into debt. His estate, handed down from the great storyteller, was in the hands of a cousin and the Baron was compelled to raise funds to support his position in the army.

He did not learn until afterwards, she says, that he was in the hands of an organized band whose operations were alleged to have been carried on for some time among members of the German aristocracy. It was true, she admits, that the Baron was engaged at the time to a Southern girl of wealth, and that after he came to this country the engagement was broken, owing to the religious differences. While in this country the Baron, she explained, learned of the objects of the syndicate and broke off all communication with them.

Instead of seeking an heiress he was in this country to study American methods of farming and pursued his object in the West and Virginia for some time. While he was in New York in 1888, the Baron met her father, who invited him to his home. Their engagement followed and the wedding was held on December 5, 1888. The estate, which is said to be one of the finest in Northern Germany, was taken from the hands of the Baron's cousin later, and the couple have since resided there. The Baroness says a syndicate was formed to prospect for oil on the lands and afforded him money with which the Baron settled his indebtedness to Elzefer. The Baroness says, she compelled the latter to return notes for \$75,000, which he had signed, and then brought the suit mentioned.

Baroness Munchausen's sister, previous to the former's marriage, had become the wife of Baron Asten and resides in Berlin.

VOTE ON ANNEXATION.

Fifteen Citizens of Montavilla Go on Record as Opposed.

After the regular meeting of the Montavilla Board of Trade last evening, the officers retained their seats and the house began a discussion of the advisability of the proposed annexation to the City of Portland. The subject had not come up in the routine meeting of the board, and the discussion was informal, but showed the opinion of a large part of the population of that suburb regarding a closer affinity to Portland. The ballot was taken and 15 votes against annexation were cast, and only one in favor of the movement, while many of those present did not wish to commit themselves by voting at all.

The idea of a local corporation was then advanced, but as the proposal was new to many, few decisive opinions were given. This important matter will be again re-decided at the next meeting of the board, November 21.

EPWORTH LEAGUE CONVENTION.

Will Be Held Today in Woodlawn Methodist Episcopal Church.

The 13th annual convention for Portland district, Epworth League, will be held today in the Woodlawn M. E. Church. District officers of the convention are: T. S. McDaniels, president; A. L. Prudeaux, first vice-president; Miss Stella Garner, second vice-president; Miss Mabel Young, third vice-president; Miss Alberta Tichnor, fourth vice-president; Miss Della Campbell, corresponding secretary; P. M. Taylor, recording secretary; Miss Nellie F. Bussey, treasurer. The following is the programme for the day: 9:30—Devotional exercise. Rev. W. T. Kerr; paper, "Literary Work," Rev. C. P. Giesler; paper, "Social," Dr. E. E. Caldwell; paper, "Choosing Officers," Miss Grace R. Harlowe.

NOON INTERMISSION.

1:30—Devotional exercises. Rev. F. L. Young; reports of officers, election of officers, reports of committees; paper, "The Muet of Life," Mark Wolf; paper, "Personal Work," James A. Bamford.

East Side Notes.

The infant son of L. C. Roffner, of Mount Tabor, died last evening of tuberculosis of the spine. Judge John F. Caples, late United States Consul at Valparaiso, addressed the teachers and children of the Montavilla School yesterday afternoon. There was also an exhibition of the work of the school, all of which was highly creditable.

Special services have been held the past week in the Kenilworth Presbyterian Mission Church. Rev. Jerome R. McClintock, Rev. E. M. Sharp and other ministers have been preaching. These services will be continued next week.

The funeral of Mrs. E. D. Parrott was held from her home, 438 East Everett street, Thursday, November 6. She was the wife of the inventor of an airship. For a number of months she had been a sufferer from consumption.

BUSINESS ITEMS.

If Baby Is Cutting Teeth. Be sure and use that old and well-tried remedy, H-O. It soothes the child, soothes the gums, allays all pain, cures wind colic and diarrhoea.

HEALTH AND ALL ITS BLESSINGS

Health will come with all its blessings to those who know the way, and it is mainly a question of right-living, with all the term implies, but the efforts which strengthen the system, the games which refresh and the foods which nourish are important, each in a way, while it is also advantageous to have knowledge of the best methods of promoting freedom from unsanitary conditions. To assist nature, when nature needs assistance, it is all important that the medicinal agents used should be of the best quality and of known value, and the one remedy which acts most beneficially and pleasantly, as a laxative, is—Syrup of Figs—manufactured by the California Fig Syrup Co.

With a proper understanding of the fact that many physical ills are of a transient character and yield promptly to the gentle action of Syrup of Figs, gladness and comfort come to the heart, and if one would remove the torpor and strain and congestion attendant upon a constipated condition of the system, take Syrup of Figs and enjoy freedom from the aches and pains, the colds and headaches and the depression due to inactivity of the bowels. In case of any organic trouble it is well to consult a competent physician, but when a laxative is required remember that the most permanently gratifying results will follow personal cooperation with the beneficial effects of Syrup of Figs. It is for sale by all reliable druggists. Price fifty cents per bottle.

The excellence of Syrup of Figs comes from the beneficial effects of the plants used in the combination and also from the method of manufacture which ensures that perfect purity and uniformity of product essential in a perfect family laxative. All the members of the family from the youngest to the most advanced in years may use it whenever a laxative is needed and share alike in its beneficial effects. We do not claim that Syrup of Figs is the only remedy of known value, but it possesses this great advantage over all other laxatives that it acts gently and pleasantly without disturbing natural functions, in any way, as it is free from every objectionable quality or substance. To get its beneficial effects it is always necessary to buy the genuine and the full name of the Co.—California Fig Syrup Co.—is printed on the front of every package.

CALIFORNIA FIG SYRUP CO.

Louisville, Ky. San Francisco, Cal. New York, N. Y.

STATE EXHIBIT AT OSAKA

COMMERCIAL BODIES AND FAIR BOARD TO TAKE UP PROJECT.

Colonel H. E. Doech is Preparing Report on His Mission to Japan—Cost of Exhibit Will Be \$5000.

Oregon's exhibit at the Japanese international exposition is an enterprise which will next occupy the attention of Portland's public-spirited citizens.

Colonel H. E. Doech hopes to submit a report of his mission to Japan in a few days. He was emissary to the Japanese government for the Lewis and Clark board, and his duty was that of arranging for the Oregon exhibit. He has papers from the Japanese government assigning space for the Oregon display.

As soon as he submits his report the commercial bodies of Portland will take up the matter promptly. Mr. Doech is suffering from a disabled hand and cannot write. He received the injury from a fall in a typhoon off the Aleutian Islands. He is reviving the subject-matter of his report in his mind and with this preparation will dictate it to a stenographer.

The commercial bodies will take vigorous hold of the project. About \$5000 will be required. This will be raised jointly by the commercial organizations and the Lewis and Clark Board. The exhibit should be ready for shipment next month, inasmuch as most of it will have to be in place at Osaka by February 1. The exposition will not open until March 1, but no alterations will be permitted in the building where the display will be located after February 1. Someone will have to accompany the exhibit from Portland. Mr. Doech will probably be chosen for this duty. The three commercial bodies of the city have appointed committees to co-operate toward preparing an sending the exhibit. These committees are:

Chamber of Commerce—Paul Westinger, A. H. Devers, Leo Frisole. This committee represents also the Lewis and Clark Board.

Manufacturers' Association—W. H. Montes, George Lawrence, Jr., R. J. Holmes.

Board of Trade—T. S. Townsend, L. P. Hammond, Adam Appell, R. L. Durham, E. Shelley Morgan, S. C. Pier, J. C. Luckel, John Alletina.

Scowhouses Must Go.

The owners of scowhouses on the Willamette River's edge between East Oak and East Ankeny streets will very soon have to look for some other mooring-place. Between East Pine and East Ash streets the sawmill company now building a mill at Oregon City will have its lumberyard. The Standard Box Factory Company contemplates erection of a big sawmill and

box-manufacturing plant between East Ash and East Ankeny street. Within this space there are over 40 small houses now resting on the ground on account of low water. These will have to go when these improvements are made. Gradually the scowhouses are being crowded out from the river front as the vacant space is occupied by factories, and they will soon be driven away entirely.

To Open Swan Island Dike.

Steamboat men have petitioned Captain Langitt, of the United States Engineers, that 150 feet of the dike extending from the south end of Swan Island to the main-lan be removed. He has indorsed their application and it has been sent to Washington. The steamboat men wish the west channel of the river cleared, so that log rafts and other slow tows may be taken this way instead of through the narrower eastern channel. They claim that the removal of a part of the dike will have no effect on the ship channel and that its construction was a mistake in the beginning.

Colman Still Detained at Victoria.

VICTORIA, B. C., Nov. 7.—Captain Colman, accused of kidnaping his daughter from his divorced wife at San Francisco, is still held here, despite efforts of his attorneys to secure his release, and an order has been made detaining the child as a necessary witness, it being alleged that efforts were being made to spirit the girl away. The extradition proceedings commence tomorrow.

Tried on Perjury Charge.

Peter Beauden, Godles Beauden and George Walton Simmons, were tried yes-

terday in the United States District Court on a charge of perjury. They are charged with having sworn falsely to the final proof of Simmons to a homestead entry in Wallawa County; that they testified that the necessary improvements had been made by Simmons, whereas he had never lived on the claim nor made the improvements required. The defendants are stock men and are out on bail. The testimony in the final proof was taken by the United States Commissioner at Wallawa, January 24, 1902.

Medical College to Be Taken Over.

CHICAGO, Nov. 7.—Conditioned upon the raising of \$100,000 by the trustees of Rush Medical College not later than July 1, 1903, the trustees of the University of Chicago, it was announced today, have agreed to receive the medical school as an organic part of the university. The trustees of Rush are confident that the required money can be raised in the time specified.

Townsend's Condition Precarious.

WASHINGTON, Nov. 7.—The condition of Richard Townsend, of this city, who was badly injured yesterday by being thrown from his horse, is again precarious tonight. The fall he was apparently better this morning, the fever returned as the day wore on, and has greatly weakened the patient.

ARE YOU GOING EAST?

The most pleasant way to cross the continent is on one of the Denver & Rio Grand popular personally conducted excursions. Inquire at 124 Third street for particulars.

Advertisement for Jack London's Novel 'A Daughter of the Snows'. Includes text: 'Hamlin Garland and Rudyard Kipling have written no better.'—San Francisco Call. 'Jack London is himself. He brings a new thrill to literature.'—St. Paul Dispatch. Illustrations of a man and a woman.

Large advertisement for H-O (Hot Oil) featuring a cartoon character and text: 'That's the kind for me.'—Oliver. The dainty dish, not the soggy mush, if it's H-O. You will never know just how good H-O is by eating any other oatmeal. The qualities which make H-O palatable are not found in other kinds. We have to charge fifteen cents a package to make H-O as good as it is, and we could not make it any better if we charged a dollar.'